

JOURNAL ADVERTISING STATIONS.

BRANCH OFFICES—

OF

THE JOURNAL.

Have been conveniently located at the following

advertisements will be telephoned

to the following numbers:

1 CENTS PER LINE OF SEVEN WORDS.

—STATIONS—

Alabama and 7th Sts.—E. C. Muhl.

Bellefontaine St. and 10th St.—F. D. Fields.

Christian Ave. and 10th St.—F. D. Fields.

Clifford Ave. and 10th St.—F. D. Fields.

College Ave. and 10th St.—F. D. Fields.

Columbus and 10th St.—F. D. Fields.

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A DECREASE IN TONNAGE

FAVORABLE AS A WEEK AGO.

THE LOADED CAR EXHIBIT NOT AS

FAVORABLE AS A WEEK AGO.

Lake Erie & Western Officials Have

Their Report About Ready-Big

Four Exhibit for February.

The train records show that 23,629 cars

were received and forwarded at Indianapolis

in the week ending March 27, and of

that number 17,899 were loaded, which is a

healthy loaded-car movement for this

season of the year. This is 2,388 fewer loaded

cars than were handled at this point in

the week ending March 29, but the business

of the week was not so favorable as

movement of cars which has been held

back on account of floods in the second

week in March. East bound there is still

a heavy movement of export grain, and

the shipments of dressed meats, live stock,

hides and cereals products increased

somewhat last week. There has been an in-

crease in shipments of hard wood veneering

of late to New England points; the

shipments of oats and corn to New England

have increased, and in the aggregate east-

bound business is considerably in excess

of the corresponding period last year. In

west-bound business there is a marked in-

crease in shipments of hard wood veneering

and so large has been the increase in ton-

nage that the Pennsylvania lines are call-

ing for more cars to forward west-bound

business. The Vandallia last week returning

to the company 439 empty cars, and the

Chesapeake & Ohio and the Norfolk &

Western are also reporting an increase

in west-bound business to the Big Four

and the Cincinnati, Hamilton & Dayton. In the

lower-class freights west-bound business

has not improved to the extent that had

been looked for. Although there has been

an increase in shipments of dressed meats

and coal, a further increase is expected

in the near future, as the shipments of

rails will set in and also of iron structural

work. All over the Southwest iron bridges

which were swept away by the high waters

must be replaced, and so many mills are

starting up that there will be more ma-

chinery to handle. North-and-south roads

are doing about their usual volume of busi-

ness at this time of the year. The local

business being largely of a local character.

Local business continues to improve, and

the country roads become more settled.

About the city freight depots and the

bulk yards there is a good deal of move-

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